





THE BRITISH COLONIST.  
Tuesday Morning, April 14, 1868.  
TO ADVERTISERS.  
Transient Advertisements must be paid for in advance to insure insertion.  
TO AGENTS.  
Settlements of accounts will be required monthly, or the supply of papers will be discontinued. The daily and weekly issues will be furnished at the lowest rates, and no extension will be made to this rule.

Hospitals have always been regarded as institutions where every aid that science and benevolence could command has been bestowed on the sick and helpless. But with all this feeling they have often, owing to defective construction or improper management, proved more of a curse than a blessing, bad sanitary condition being enough to render of no avail the best efforts of medical skill. The construction and management of Hospitals is a subject on which much has been thought and written of late years, and as we believe, some change in the Hospital system here is mooted, the Female Hospital having been handed over to the Committee of the Royal Hospital, the question has been raised as to the propriety of transferring the Male Hospital to the building on Spring Ridge, and making some additional accommodation, or patching up the present male establishment. We would, therefore, beg to point out what rules ought to regulate the Committee in coming to a decision on this point. On general principles it may be laid down that in order to insure a healthy location for an Hospital the situation ought to be elevated, drainage good, water supply pure and plentiful, and the position accessible. As regards the construction of the building itself, it ought to be capable of being well ventilated and sufficiently capacious for the number of patients it is likely to contain, and have proper ablution, bath and latrine arrangements. A building of one story is perhaps the most desirable, as patients have less trouble in getting out to the open air for exercise. The wards ought to be not less than 14 feet high, and each patient should receive as a minimum allowance 1200 cubic feet of space, of which 87 ought to be superficial. The necessity of attending to this is evident when we consider that in the majority of cases patients are not able to move about, and that the air is never entirely changed by the withdrawal of the inmates; in addition to which many patients labor under affections that of themselves tend to poison the air of the place. If we inquire how far the present Male Hospital fulfils these conditions we are afraid it will be found to fall very short of the standard. Situated in a marsh, with a prevailing wind to leeward, water supply from a brackish well close to the beach, and in the most unsavory neighborhood of an Indian ranch; inaccessible, in so far as the ferry requires to be crossed, or a detour of about one mile from Victoria made in order to reach it; while the building itself is a mass of ill-ventilated, low and over-crowded; the cubic space per patient not exceeding 300 cubic feet, while the ablution bath and water-closet arrangements are shockingly defective. The Female Hospital, on the other hand, is built on an elevated situation, close to a good and pure water supply, is well constructed, wide, high, good ventilation, and affords ample accommodation for about twelve patients, and could easily be added to without much expense, so that we think there can be no doubt as to what decision ought to be come to. We would also suggest to the Governing Committee the propriety of making some change in the routine of medical duty, as at present the three medical officers each attend a month in rotation, an arrangement satisfactory neither to the physicians nor patients; not doing justice to either. It would be much better, we think, to give each four months on a stretch in office. Another improvement would be, separate wards for private patients, which are much needed in this community, and if properly arranged, would be a great advantage and render unnecessary such additional expense on such institutions as the "Maison de Santo" must be to their charitable supporters.

Royal Artillery.—Holloway's Ointment and Pills.—A sergeant in the Royal Artillery writes, on December 12th, 1862, from Poonamallee, Madras Presidency, that his right leg, from the ankle to the calf, was a quagmire of disease and corruption that he was on the hospital roll for twelve months without any improvement in his case; that he, as a forlorn hope, resolved to try Holloway's celebrated Ointment and Pills. These soon gave ease, expelled the bad humours from the limb, healed the apparently incurable sore, and restored him to sound health. Soldiers and sailors are earnestly recommended to have recourse to these invaluable remedies for curing old wounds, sores, or any other kind of corruption, when they have arisen from imprudence, and seem incurable.

TAKE AYER'S PILLS for all the purposes of a purgative, for Constipation, Indigestion, Headache and Liver Complaint. By universal accord, they are the best of all purgatives for family use.

By Electric Telegraph  
SPECIAL TO THE DAILY BRITISH COLONIST.  
LAST NIGHT'S DESPATCHES.  
Eastern States.  
WASHINGTON, April 11.—The examination of Adjutant-Gen. Thomas was continued. He said the President had instructed him to take charge of the War Office, not to take possession. He admitted the general correctness of Burleigh's testimony. Before the committee in Senate this afternoon Gen. Sherman was called, and an attempt was made to show by conversations with the President his intentions in the removal of Stanton. Little progress was made, as every question was objected to, and the remainder of the day occupied with arguments.  
Mexico.  
HAYANA, April 12.—Mexican dates to the 4th. Fears are entertained at the Capital of an invasion of Sonora, Lower California and Sinaloa by the Americans.  
Europe.  
PARIS, April 13.—The *Liberte* has another editorial calculated to allay the general discontent and uneasiness which have been inspired by the recent warlike preparations of the French Government.

California.  
SAN FRANCISCO, April 13.—Legal Tenders, \$71½ @ \$72.  
New York quotations, Gold closed \$138½.  
Flour, quiet. Sales, 400 sks Vineyard extra, \$7 75.  
Wheat sales, 1,000 sks Oregon White, \$2 45; 800 sks Santa Clara, \$2 50; 800 sks choice, \$2 50.  
Barley, \$1 95;  
Oats nominal, @ \$2 50 @ \$2 75.  
Arrived—Ship Grace Darling, Nannimo; ship Coquimbo, Port Madison; barks Rival, Pritchard and W A Banks, Utsalady; bark Oak Hill, Port Blakely; bark Atlanta, Port Gamble; brig Commodore, Burrard Inlet.  
Cleared—Ship Isaac Jeans, Nannimo; bark Buena Vista, Teekaleet.  
Sailed—Steamer Oriflamme, Winsor, Victoria and Sitka.

FAITHFUL MINISTERS OF HEALTH.—In examining the vessels at the various wharves we find among the curiosities of our commerce the brig *Miranda*, just in from Truxillo with a cargo of Honduras Sarsaparilla for Dr. J C Ayer & Co. of Lowell. So particular are this firm as to the articles used in compounding their various remedies that they have this drug like some others they consume, gathered for them by a skilful agent of their own in the tropical regions of its growth. He informs us that there are many species of this plant, but two of which are really valuable in medicine; the qualities of these are also affected by the time of gathering, mode of curing, etc., operations which in that region of unreliable workmen imposes a heavy labor upon him. One of the inert varieties of Sarsaparilla grows wild in our own forests, while several others, nearly worthless, abound in Central and South America. The intelligent agent assured us that the virtues of this drug had never been fully told, and that the reason of the low esteem in which many hold it is mainly due to the use of the worthless varieties. His accounts of his trips to Honduras and his business excursions along the Gulf of Dulce and the rivers of Montagua and Santiago and among the adjacent mountains were of intense interest. We can but commend and honor his employers for the faithfulness and energy with which they execute their trust as ministers to the public health, and we suspect that this course is at least one of the reasons why their medicines are held in such extraordinary favor throughout the civilized world.—New York City News.

FRED PAYNE has removed his Cheap Shaving Shop to the opposite side of Johnson street, just above the Miner's Saloon.  
CALISTHENICS & DANCING.—Mrs. Palmer's Juvenile Class, Mondays and Thursdays, at 3½ o'clock, at Mrs. WILSON BROWN'S, Church Bank House.  
If you wish the very best CABINET PHOTOGRAPHS, you must call on BRADLEY & RUFORDSON, 429 Montgomery street, San Francisco.

VICTORIA RIFLE CORPS.—Position drill Tuesday and Friday at 8 p.m. By Order J. GORDON VINTER, Lieut and Adjutant.  
Without an Equal!  
The hygienic properties of MURRAY & LAMMAN'S FLORIDA WATER are a marked and distinctive feature of this delicious perfume. Its wonderful power in relieving nervous headache, fainting turns, ordinary hysteria and its healthful disinfectant properties in the sick room, mark it as peculiarly adapted to the requirements of the boarder, the dressing-room and the bath.  
[As there are worthless counterfeits, buyers should always ask for the Florida Water prepared by Lamman and Kemp, New York. 567.]

35 YEARS OF SUCCESS!  
Have attended the use of Bristol's Sarsaparilla and Pills, till now their sterling excellence and wonderful virtues have borne down all opposition, and established the fact that they are the surest and safest of all medicines for Strengthening the Stomach, Invigorating the Liver, Toning the Bowels, Stimulating the Kidneys, and Purifying and cleansing the Blood and Humors!  
Let the sick and suffering try them without delay.  
583  
The best Remedy for Purifying the Blood, strengthening the Nerves, Restoring the Lost Appetite, and driving out the Humors.  
It is the best preservative against almost any sickness, used timely. Composed of herbs only, it can be given safely to Infants. Full directions in English, French, Spanish, and German, with every package. T. W. B. For sale at all the wholesale and retail drug stores and grocers.  
EMIL FRESCH, Wholesale Druggist, Sole Agent, 410 Clay St., San Francisco, 78

New Advertisements.  
WANTED,  
A FEMALE SERVANT TO DO GENERAL HOUSEWORK and Washing, for a family near Steilacoom, Washington Territory.  
Apply at the Office of MR. JOHN S. COPLAND, Solicitor, Government Street, April 11.  
NOTICE  
A LATE FIRM OF HARRIS & MURRAY are requested to make payment to JOHN MURRAY, the undersigned, who is alone authorized to receive the same. All amounts unpaid on the 15th February instant will be then placed in a Solicitor's hands for collection.  
JOHN MURRAY  
Corner Fort and Douglas streets, Victoria, V.I., B.C., 12th February, 1868. ap13 1m  
ROGER JAMES FINDLAY. JOHN HENRY DURHAM  
FINDLAY & DURHAM, IMPORTERS  
General Commission Merchants  
Wharf Street, Victoria, V.I.  
LONDON OFFICE—31 Great Saint Helens, Bishopsgate street. april 1m

LD. LOWENBERG.  
REAL ESTATE AGENT  
Government street, near corner of Broughton  
WILL PAY PARTICULAR ATTENTION  
to selling, purchasing and leasing property; to negotiating loans and transacting everything connected with Real Estate business. Agents of the Island may be seen at his office. Parties desirous of purchasing home-estates, or making investments, will find on his Bulletin Board 1. wa Lots on nearly every street; 2. far more or Gardening Land in every District, some of which affords rare chance for investment.  
Money on bond and mortgage on loan, in accordance with the demands.  
Conveyances of every description done at reasonable rates. april 1m

NOTICE.  
A GEROW, or to GEROW & BRYANT are hereby notified not to pay any accounts except to Mr. G. C. GEROW on his receipt.  
April 13, 1868. G. C. GEROW. april 1w  
FROM AFTER THIS DATE, WE  
cancel the public and general credit giving given by any person or persons on our accounts, as we will not be responsible for any debt incurred by any person.  
HENRY AND ELIZABETH Mc DUFF.  
April 11th, 1868. april 12w

TO BE DISPOSED OF,  
ON  
The Island of San Juan,  
About 1½ miles from the British Camp,  
A CLAIM OF 100 ACRES; 60 ACRES under cultivation and Fenced in. Farming Implements, &c. Also, the Dwelling and Outhouses.  
Apply to  
MR JNO. A. FRASER,  
Sa an Island.  
ap13 1m  
TO LET  
A BAKERY, AT EQUIQUET, WELL  
fitted with all the appliances for carrying on the business.  
Apply to  
SAMUEL NEEDITT,  
Yates street, Victoria.  
ap11 1m

WANTED.  
A YOUNG LADY TO PROCEED TO  
Caribbean as Maid at a Hotel. The duties are light and the salary liberal.  
Apply by letter, stating terms, &c., to D. L. Office of this paper. april 1w  
MUNICIPAL.  
TO CONTRACTORS.  
Sealed Tenders will be received at the City Chambers until 4 p.m., on the 18th inst., for Grading, Filling in, and Macadamizing a Portion of Johnson street.  
Plans and Specifications can be seen at the Town Clerks' Office, Broad street, daily between 10 a.m. and 4 p.m.  
By order of the Mayor and Council  
WM. LEIGH,  
Town Clerk.  
April 14

Musical Instruments  
AND  
Fancy Goods  
EX "BYZANTIUM."  
LADIES' MOROCCO BAGS,  
FURNISHED TOURIST'S CASES  
AND  
WRITING DESKS.  
Stereoscopes & Stereoscopic Views.  
FORTHONNAYES & WILKINSON  
Concertinas, Guitars, Flutes, Pipes,  
Cornets, French Accordions and Harmoniums,  
VIOLINS, IN VARIETY,  
With their component parts detached.  
Dogs, Tail Pieces, Strings and Bow,  
And Reins to make the Fiddle go,  
And the long piece down the middle,  
To put the fingers on and fiddle.  
ap10 T. N. HIBBEN & Co.  
Soap! Soap! Soap!  
Yardley & CO'S  
PRIZE MEDAL SOAP  
In Tablets, Bars and Packages.  
Also, their Celebrated  
Hair Oil, "Lime Juice Glycerine,"  
AND  
The Ripulitor Hair Wash  
"A Surpassing Comfort and Luxury."  
A consignment of the above and a complete assortment of  
FRESH DRUGS,  
Chemicals & Perfumery,  
Just received from London, by  
LANGLEY & CO.,  
ap8 3m Yates street.  
IN RE ARTESIAN COMPANY.

NOTICE  
FROM AND AFTER THIS DATE I  
will only accept COIN for RENTALS as well as for  
any other payments to be made to me.  
Ld. LOWENBERG  
ma30

New Advertisements.  
GROCERIES  
ALSO,  
Provisions,  
By Auction.  
P. M. BACKUS  
WILL SELL,  
AT SALESROOM  
Wharf Street  
German Candles, California Syrup,  
Straw Paper, Peaches, Chemical Olive  
Soap, China Rice, Beef, Raisins, Salt,  
Soap, Sponges, Salmon, Dried Apples,  
Brooms, &c., &c.  
ALSO  
Tobacco and Cigars. ap9

BARNARD'S STAGES.  
CARRYING MAILS, EXPRESS AND  
PASSENGERS.  
WILL LEAVE YALE EVERY  
MONDAY MORNING, 4 O'CLOCK,  
And connect every THURSDAY EVENING with  
Steamer  
"ENTERPRISE"  
At Soda Creek, for Quesselle, reaching Barkerville on  
Saturday evenings.  
Fast Freight contracted for at reasonable rate.  
Passengers by this Line must leave Victoria by  
FRIDAY'S Steamer to make the connection.  
Office, next door to Wells, Fargo & Co., Yates street.  
ap6 1m F. J. BARNARD.

H. H. NAGLE,  
Accountant, Collector and General  
Agent.  
DEBTS AND RENTS COLLECTED  
Loans negotiated. Accounts made up, and a  
General Agency business transacted.  
Office—Government street, four doors south of  
Fort street. ap8 1m

Jesse Cowper,  
WHOLESALE AND RETAIL DEALER IN  
Boots & Shoes  
LEATHER AND SHOE FINDINGS  
Rates low, opposite to the Fort & Co's.  
At the Old Stand of Webster & Co.,  
is prepared to supply the wants of the  
Public in his line.

THE LATEST STYLES  
Received by every arrival from Eng  
and San Francisco ma6 1m  
C. F. BARNARD, M. D.  
Mechanical & Surgical  
OFFICE:—Douglas street, first house on the right  
South of Fort street.  
ALL BRANCHES OF THE PRO-  
fession skilfully executed. Teeth extracted with-  
out pain by the use of Chloroform, Ether, or "Rigolone  
Spray."  
Charge for the Extraction of Adult Teeth and Chil-  
dren's Second Teeth, without "Spray" or Chloroform  
\$1 each. Charge for Fillings and other Work, reduced,  
so as to conform to the exigency of the times.  
Plates of Silver, gold, or Vulcanite neatly, strongly and  
satisfactorily repaired, whether partially broken or com-  
pletely divided in two. Advice Gratis.  
Victoria, V. I., B. C., Aug. 9th, 1867. jy10 1y

G. SUTRO & CO.,  
Corner of Yates and Wharf Streets,  
IMPORTERS OF  
CIGARS  
AND  
TOBACCO.  
GARDEN SEEDS.  
MOORE & CO.  
Have just received by Express,  
From the Shaker Garden  
MOUNT LEBANON, NEW YORK,  
Their Tenth Annual Supply of  
Fresh Garden Seeds,  
They are Guaranteed to be of last  
year's growth and the most reliable  
Seeds in the Colony.  
For Sale by  
MOORE & CO.,  
Druggists, Yates street.  
ma20 1m2p

New Advertisements.  
BEST CLOTHING STORE  
OPPOSITE POST OFFICE,  
W. WILSON'S.  
Corduroy Pants \$2 50  
Moleskin Pants, Best 2 25  
Canvas Pants, Best 1 50  
Grey Serge Shirts, Best 1 75  
Hickory Shirts, Best 1 00  
Four-Point Blankets 7 00  
Cloth Overshirts & Superior Underclothing  
CHEAP.  
Schedule B.  
GENERAL ABSTRACT Showing the average amount of the Liabilities and Assets within the Colony of  
British Columbia, of the Bank of British North America, taken from the usual Weekly Statements during  
the Quarter from 31st December, 1867 to 31st March, 1868:  
LIABILITIES. AM'T. TOTALS. ASSETS. AM'T. TOTALS.  
Notes in circulation, not bearing interest..... \$128,873 00 Legal Tender Coin, in Gold and Silver..... \$143,306 90  
Notes in circulation, bearing interest..... 7,786 53 Gold and Silver, in Bullion..... 32,303 39  
Bills in circulation, not bearing interest..... 25,879 35 Landed Property..... 29,225 00  
Balances due to other Banks and Branches..... 242 186 43 Notes and Bills of other Banks..... 2,876 09  
Deposits, not bearing interest..... 102,316 00 Balances due from other Banks and Branches, 161,143 24  
Deposits, bearing interest..... 444,409 43 Amount of all Debts due to the  
Bank, including Notes, Bills of  
Exchange, and all Stock and  
Funded Debts of every description,  
excepting Notes, Bills and  
from other Banks..... 256,474 07  
Total amount of Liabilities..... \$599,251 78 Total amount of Assets..... \$648,328 09  
Amount of the Capital Stock paid up at the close of the quarter ended March 31, 1868..... \$5,000,000 00  
Rate of the last Dividend declared to the Shareholders..... 6 p. cent p. an.  
Amount of the last Dividend declared..... 150,000 00  
Amount of the Reserved Profits at the time of declaring such dividend..... 746,000 00  
J. G. SHEPHERD, Manager.  
JAS. GILLON, Accountant.  
Victoria, B. C., 31st March, 1868.  
I, John Grant Shepherd, do hereby declare to the best of my knowledge and belief, that the foregoing abstract is a true and faithful account of the average amount of Assets and Liabilities within this Colony of the above Bank, during the period specified, and that the same was made up from the Weekly Statements thereof, kept in pursuance of the provisions of "The Banking Act, 1864." (Signed)  
Declared before me at Victoria, this 1st day of April, 1868.  
(Signed) A. F. PEMBERTON, S. M.

GENERAL ABSTRACT  
Showing the average amount of the LIABILITIES and ASSETS of the Bank of British Columbia, within the Colony of  
British Columbia, and its dependencies, taken from the several Weekly Statements for the Quarter ending  
31st March, 1868.  
LIABILITIES. AM'T. TOTALS. ASSETS. AM'T. TOTALS.  
Notes in Circulation..... \$110,259 60 Legal Tender Coin in Gold and Silver..... \$129,789 96  
Balances due to other Banks and Branches..... 7,786 53 Gold and Silver Bullion..... 40,781 07  
Deposits not bearing interest..... \$106,633 52 Landed and other Property..... 46,744 44  
Deposits bearing interest..... 19,123 21 125,796 76 Balances due from other Banks and Branches..... 98,780 51  
All debts due to the Bank, including Notes,  
Bills of Exchange, and all stock and Funded  
Debts of every description, excepting  
Notes, Bills, and Balances due from other  
Banks and Branches..... 534,911 73  
Total amount of Liabilities..... \$243,872 29 Total amount of Assets..... \$860,008 3  
Amount of Capital Stock paid up at the close of the Quarter ending 31st March, 1868..... \$1,490,000  
Rate of the last Dividend declared to the Shareholders..... 4 p. cent p. an.  
Amount of the last Dividend declared..... \$29,800  
Amount of the reserved profit at the time of declaring such dividend..... \$107,870  
WM. C. WARD, Manager.  
W. W. FRANCIS, Accountant.  
VICTORIA, B. C., 31st March, 1868.  
I, William Curtis Ward, do hereby declare that to the best of my knowledge and belief the foregoing Statement is a true and faithful account of the average amount of the Assets and Liabilities within this Colony, of this Bank, during the period specified, and that the same was made up from the Weekly statements thereof, kept in pursuance of the provisions of "The Banking Act, 1864." (Signed)  
Declared before me at Victoria, B. C., this 3d day of April, 1868.  
(Signed) A. F. PEMBERTON, S. M.

FRESH SEEDS.  
Yates street, - - Victoria.  
JAY & BALES  
Are prepared to supply FRESH Island  
raised and Imported  
Agricultural, Vegetable & Flower Seeds  
Of every description, Wholesale and Retail,  
at greatly reduced prices.  
Seeds carefully packed for travel. Tests on view at the Store. ja22 d&w  
Scotch House.  
A. M'LEAN & CO.  
GENERAL OUTFITTERS,  
Beg to intimate that they have received  
A very Choice Assortment of Goods for the Winter and Fall  
Trade, comprising:  
Gentlemen's Clothing,  
Underclothing,  
Baltic and White Shirts,  
Waterproof Coats,  
Hats, Boots, &c., &c., &c.  
—ALSO—  
BOYS' CLOTHING,  
In Suits, Pants & Inverness Capes in great variety  
All which they can with confidence recommend, and would solicit an early inspection of  
the same, as they will be sold at the smallest possible advance on English cost, to make  
room for other shipments. ma11 3m

Reduction! Reduction!  
FOR SIXTY DAYS ONLY!  
A. BULER & CO.  
Being desirous to make room for their Spring shipments, offer for sale their  
large and well selected Stock of  
CLOTHING, FURNISHING GOODS,  
AND EVERYTHING IN THEIR LINE,  
At unprecedented Low Prices FOR CASH  
To be convinced of the above call and see,  
GOVERNMENT STREET (Opposite the Theatre), VICTORIA, V.I.  
ja16 3m



# THE BRITISH COLONIST.

Tuesday Morning, April 14, 1868.

The performance for the benefit of young George Marsh came off last evening before a fair house. The beautiful comedy of the "Little Treasure" was presented, with Mrs. Jenny Annot Fowles as the Treasurer, Mr. George Marsh as Walter Maidenblush, Mr. Anderson as Sir Charles Howard, Mr. R. G. Marsh as Fluttermore, and Miss Yeoman as Lady Florence Howard. All of whom acquitted themselves well, especially Mrs. Fowles and the beneficiary. The interlude was filled up by an excellent performance on the Irish bagpipe, by a "gentleman of this city," and an Irish Jig and Lilt by a "youth unknown to fame." Ned Ward made a great hit in a negro song and dance. The performance concluded with Nao, the Good for Nothing. Mrs. Fowles took the role of Nao in an original and sprightly style, which kept the house in roars of laughter. Messrs R. G. Marsh and Anderson acted the two fathers of the Good-for-Nothing, and George Marsh played Charley, admirably. The performance was under the patronage of Sir James Douglas, K. C. B.

The San Francisco News Letter, speaking of the splendid dry dock approaching completion at that port, says, "the British iron-clad Zulus will be the first vessel to enter the dock." This statement is incorrect in the main; but it is just what will be the result of the procrastinating policy of the Home Government with regard to the proposed Benham dry dock if a resolve to go to work upon it is not speedily come to. Should the bottom of the Zulus become foul, she must avail herself of the San Francisco dry dock. There is no help for it, and thousands of dollars will be expended that might be saved, were the work done here, to say nothing of the benefit that would accrue to our business public.

Another interesting trial test between guns and plates has just been made in the upper waters of Portsmouth harbor. The plate was manufactured by the Sheffield firm of Brown & Co., being no less than 10 in. thick, 16 ft. long, and 4 ft. wide. The gun was the ordinary test gun, 95 cwt., 68-smooth-bore, but fired with 16 instead of 13 lbs of powder, at a distance of 25 feet. Nine shots were fired, all striking within a square space of 34 in. The largest indentation was 1-7 in, the least 1-5 in. No cracks, surface or otherwise.

WHARF AND WAREHOUSE.—Mr Geo. Styles was yesterday awarded the contract for the stone-work of the new warehouse to be built at Esquimaux for the Hudson Bay Company. The names of the successful competitors for the remaining portions of the work we did not learn. The warehouse will be 100 feet long and 50 feet wide; the walls will be two feet thick. A large pile-driver, for use in constructing the wharf, has just been repaired at the Company's wharf in this harbor.

CONSIDERABLE anxiety prevails in England at the present time as to where the next annual meeting of the Volunteer Review shall be held—Portsmouth, Doon, Aldershot and Brighton each claiming the honor. Amongst the officers having a voice in the matter the opinion prevails that Aldershot should be selected, to enable the Volunteers to test their capabilities with the regular troops after the attacks lately made on the Volunteer system.

EXPORTS.—From the quarterly report of Mr Consul Francis to his Government we learn that for the quarter ending the 31st of March, the exports of this port were \$91,159, of which amount upwards of \$59,000 was in coal. To San Francisco we sent \$74,858 worth, to Port Townsend, \$14,009; to Astoria, \$577; to Sitka, \$11,113. From the same report we learn that the telegraph material shipped hence to New York was valued at \$341,532.

A Wolf came down from the Saanich Mountains on Saturday night and destroyed fourteen head of sheep, the property of George Laxon and J. E. Edwards. There ought to be a price set on the heads of wolves and panthers.

INSPECTION.—H. M. S. Reindeer was yesterday officially inspected by Admiral Hastings. The result was in the highest sense satisfactory, and the condition of the ship found to be such as to reflect the greatest credit upon both officers and men.

THE WEATHER.—Yesterday was the most disagreeable and cold day we have experienced for some time. A strong south-east wind set in at an early hour in the morning and prevailed till evening, with occasional heavy squalls of wind and rain.

A VISIT.—Admiral Hastings and Mrs. Hastings will sail to-day in H. M. S. Sparrowhawk for Puget Sound. The Sparrowhawk will visit the principal points of interest on the Sound, and will return here in about one week.

TWO Indians were charged before the Police Magistrate yesterday with taking the lives of brother red skins some months ago. The evidence, thus far, is not conclusive, and the accused stand remanded for further examination.

VESTRY MEETING.—The annual Vestry Meeting of the pew-holders of St. John's Church will be held to-morrow, at 4 o'clock, p.m., for the election of Church-wardens for the ensuing year.

BOARD OF EDUCATION.—A meeting of the Board of Education will be held at 12 o'clock on Thursday, in Colonial Building. Matters of importance will come up for discussion.

THE thief who robbed a clergyman's house and two carpenter's shops has been convicted upon one of the charges, and will suffer three months imprisonment.

YESTERDAY, being Easter Monday, was very generally observed; the public offices being all closed, as well as most of the stores.

A COUNTY COURT will be held to-day by Mr Pemberton.

## Overland Coach Road.

MINUTE of the Chief Commissioner of Lands and Works on the subject of an Overland Coach Road through British Territory, between the Pacific Coast and Canada, comparing the merits of the various passes through the Rocky Mountains, and showing the extent of this road already built in British Columbia, and what remains to be done to complete it beyond the eastern boundary of the Colony to the head of steamboat navigation on the Saskatchewan.

Little has hitherto been done towards the construction of trails or roads across the Rocky Mountains north of the 49th Parallel. The primitive paths through the various passes of this Mountain Range, originally trodden out by Indians and only kept open year by year by their travel along them, are still the sole means of communication between British Columbia and the North West Territory.

Some little work was indeed done, years ago, by the Hudson's Bay Company in opening trails through the Leather and Athabasca Passes, to facilitate the passage of their brigades, which at that time carried supplies from the depot east of the Rocky Mountains to Jasper's House, and thence westwards, by the Tete Jaune Cache, down the Fraser River to the various posts in the region of country now included in British Columbia; or southward, by the Athabasca Pass, to the Boat Encampment, and down the Columbia to the posts in Washington and Oregon. But soon after the Company established posts at Fort Vancouver and Victoria, supplied by ships direct from England, communication by these passes was discontinued, and the trails through them lapsed into disuse, and were soon in no better condition than before they were improved by the Hudson Bay Company's employees. At present, except when used by the occasional parties of prospectors or scientific explorers, these, as well as all the other Rocky Mountain passes in British Territory, are made use of by Indians only.

Many of these passes are, however, even in their primitive condition, so easy of passage that horses carry heavy loads over them with facility; and through the Vermilion Pass loaded carts have been driven on the natural roadway unimproved by labor. But, although the work of building a road over the Rocky Mountains has yet to be commenced, much has already been effected by this Colony towards the consummation of the much desired line of road communication, through British Territory, between the Sea Coast of British Columbia and Canada. In fact more than one-half (in cost) of this work within the limits of the Colony is now complete.

The Cascade Range of Mountains, the great barrier between the Sea Coast of this Colony and its interior districts, which presented a far more difficult engineering obstacle to road-making, and one more expensive to overcome than the Rocky Mountains themselves, has been pierced by two lines of coach road, which, commencing at Yale and Douglas respectively, the limits of steamboat navigation on the Lower Fraser River and its tributary Harrison Lake, unite at Clinton, 136 miles from Yale, on the high rolling plateau in the interior of the Colony, from which junction point the road extends 242 miles further northwards to Cameron town, in the heart of the Cariboo District, distant altogether 378 miles from Yale.

A branch road 23 miles long, has also been built from the main line; at a point on the Bonaparte River, 110 miles from Yale, to Savona's at the lower (western) end of Kamloops Lake, from which place uninterrupted steamboat navigation extends through Kamloops Lake, and up the South Thompson River to the upper (eastern) end of Great Shuswap Lake, a distance of 115 miles, and also up the North Branch of Thompson River, which joins the South Thompson at Fort Kamloops, to a distance of 85 miles from the latter port.

These roads, constructed at a total cost of \$1,339,915 (about £275,000), of which amount the section from Yale to Savona's cost \$830,000 (about £166,000), are of a character very superior to that of public roads in most young countries. They are 18 feet wide, the surface being covered with broken stone, where (as in most parts) along the Fraser and Thompson Rivers) such material is at hand, or with gravel well cambered up in the centre, with ditches on one or both sides where required.

With the exception of some short stretches, as steep as one foot in one, the steepest inclines throughout this road are of one foot in twelve, the curves being easy, and the bridges and culverts substantially built of timber.

Loads of seven and eight tons are hauled along them by mules or oxen, at an average draught load of 1,200 lbs or 1,300 lbs to each team animal; and the Mail Coach drawn by six horses travels between Yale and Caribou at the rate of nine miles an hour.

From the Cariboo terminus of this road, and from Savona's, as well as from intermediate points along the road, various routes may be traced to the different passes of the Rocky Mountains. But before a judicious selection can be made of the line for a wagon road to the territory east of the Rocky Mountains, it will be necessary to determine by more exact and detailed engineering explorations and surveys than have yet been made, which of these passes presents the least obstacles to the construction and maintenance of a road through it, as well as the greatest advantages in its approaches, not only as regards engineering facilities, but with respect also to the character of the country to be passed through on either side of the mountains, its soil, climate, freedom from invasions of hostile Indians, and general capabilities for settlement, and especially in relation to its accessibility from the existing lines of communication in this Colony and to the eastward.

The following remarks embody the most reliable information extant on this subject; and the accompanying opinions and estimates based thereon are advanced in anticipation of the results of such a detailed survey as has just been suggested.

The passes through the Rocky Mountains at present known from the reports of various explorers, commencing with the Leather Pass, the most northerly point by which it would be practicable for a road connecting the Fraser River Valley with the navigable waters of the Saskatchewan to cross this range, and enumerating thence southward to the 49th Parallel, are as follows, with their respective altitudes as far as they have been reliably determined by actual observation:

1. Leather Pass..... Altitude 3,760 feet.
2. Athabasca..... " 7,000 "
3. Howe's..... " 4,500 "
4. Kicking Horse..... " 5,210 "
5. Vermilion..... " 4,903 "
6. Kananaski..... " 5,700 "
7. Crow's Nest..... " "
8. Kootenay..... " 6,300 "
9. Hood's..... " 6,030 "

Of these the Athabasca Pass, although otherwise very favorably situated, is so elevated, steep and rugged as to be quite impracticable for a road.

Enumerated passes a though generally easy of passage, and in other respects available for road communication, are too far south for the purpose of such a line of connection between the sea-coast of British Columbia and the Canadas as is now under consideration, it having been determined by actual survey

that no practicable route exists for a road through the three parallel ranges of mountains lying between the Lower Fraser Valley and the Rocky Mountains, viz.: the Cascade Range west of the Columbia; and the Siskik River in the Big Bend of the Columbia, and between that river and the Kootenay River, except that on which the road is now built from Yale up the Fraser and Thompson River Valleys to Savona's, thence by Kamloops, through the Eagle Pass, at the upper end of Great Shuswap Lake, to the Columbia River at the Great Eddy below the Little Dalles, and northward along the valley of that river. By the Boat Encampment, and round the Big Bend southward past the month of Howse's Pass, of which line a more detailed description will be given further on, in connection with the Howe's Pass Route.

The position of these southern passes is therefore, as regards their accessibility from the west coast, very disadvantageous when compared with that of Howe's Pass. But they are still more ineligibly placed in respect to the approaches to them from the eastward; for these passes all debouch to the east into valleys, the waters of which are tributary to the South Saskatchewan, passing through a region of country beset with predatory Indians, and sterile and unattractive in comparison with the rich belt of land further north, through which the North Saskatchewan flows.

Through this rich district along the North Saskatchewan, a line of communication between British Columbia and the Red River Settlement must pass, by whatever route it may cross the great watershed of the continent; indeed it may safely be taken as an established fact that such a line of communication must intersect the North Saskatchewan at Fort Edmonton, or some point higher up stream, so as to take advantage to the utmost of the long extent of navigable water of that river.

From this point, however, the southern passes are entirely cut off. They may therefore be dismissed from further consideration in relation to an overland route through British Territory, the choice for which is thus narrowed down, as to the point of crossing the Rocky Mountains, to an alternative between the Leather Pass and Howe's Pass.

LEATHER PASS ROUTE.—The summit of the Leather Pass is the least elevated of all the known passes of the Rocky Mountains north of the 49th Parallel, being only, according to Dr Rao, 3760 feet above the sea. From Tete Jaune Cache at the western end of this pass on the Fraser River, in Latitude 52° 48' north, Longitude (about) 119° 50', to Henry's House nearly due east, the distance is about 95 miles, the watershed being situated 25 miles west of Henry's House.

From Henry's House the pass turns nearly due north, and follows this course along the Athabasca River 25 miles to Jasper's House, at the eastern outlet of the pass. The total length of this pass is thus about 120 miles, in which distance no great obstacles to the construction of a road are presented by the natural formation of the ground, the chief difficulties being the swampy nature of the soil in places, and the frequent crossings of mountain streams.

From Jasper's House to Fort Edmonton, the distance by the present line of travel is about 250 miles, through a rolling country gradually descending to the East, but in great part swampy, very deficient in grass or other feed for stock, and offering but little inducement for settlement. The distance from Jasper's House to the navigable water of the Saskatchewan may, however, be reduced to about 160 miles, by adopting a line intersecting that river at the junction with it of Brazeau River. This line would pass through a country materially the same as that between Jasper's House and Edmonton, and on which the chief road making difficulties would be the great extent of swamps to be passed through.

The whole distance from Tete Jaune Cache to steamboat navigation on the Saskatchewan thus appears to be 280 miles, and the cost of constructing this length of road, of the character of those above described already built in this Colony, may be approximately estimated at \$650,000.

From Tete Jaune Cache the Fraser River is stated to be navigable for steamers with some three or four interruptions where falls and rapids occur, necessitating portages at these points, to Quesnelmouth, 320 miles from Yale, on the coach road between Yale and Cameron town.

The information obtained from persons who have traversed this portion of the Fraser River is, that it is completely and practically in detail to form the basis of any just estimate of its facilities for steamboat navigation; enough is known, however, to warrant the conclusion that the impediments to navigation will on practical investigation be found far more numerous and serious than they are now supposed to be, and by those who favour this line of route. At all events it is certain that this long line of water carriage, even if practicable at any time, can be made available only for a short period during the summer and autumn; and as the construction of a road along the Fraser from Quesnelmouth to Tete Jaune Cache is out of the question, not only on account of the distance between these points (330 miles), but especially because of the numerous steep and rugged bluffs which oppose the passage of a road along the banks of the river, it is evident that the Upper Fraser cannot be depended on as a permanent route of communication across the continent.

The distance from Tete Jaune Cache to Cameron town (nearly due west), the terminus of the coach road from Yale, is not more than 80 miles as the crow flies, and it would therefore appear at first glance a matter of course that an overland route through the Leather Pass should be built by this route. But the intervening space is a sea of high rugged mountains, so broken up into deep valleys and steep ridges that from present information it seems impossible to connect the two points by a road of practicable curves and gradients, and we have therefore to seek in some other direction for a line of road between Tete Jaune Cache and the Lower Fraser.

The most practicable route for such a road appears to be a line running due south from "the Cache," across the upper waters of Canoe River (which falls into the Columbia at the Boat Encampment), over the divide (about 2,800 feet above the sea level), between that stream and the North Thompson, and down the valley of the latter river by Fort Kamloops, to a junction with the present terminus of the coach road at Savona's.

The distance from Tete Jaune Cache to Savona's by this route is 235 miles, the last 130 miles of which run through an open or lightly timbered bunch grass country along the banks of the North Thompson River and Kamloops Lake, which are navigable for steamers throughout this distance, and on which waters in fact a substantial and powerful steamboat of 200 tons burden, built by the Hudson Bay Company, is now plying.

The upper portion of this road between the Cache and the open country on the Lower

Fraser may exist routes (as some persons have stated) branching from the line just described, by way of the Westworth or Clearwater tributaries of the Thompson, and intersecting the present coach road somewhere about Lake Lallache (210 miles from Yale.) But the advantages which either of such deviations would offer in any respect over the route just described to Savona's, are, to say the least, extremely doubtful, whilst on the other hand their disadvantages are obvious enough, of which it will be sufficient to specify one, namely: that, whilst these routes must cross over to Lake La Hache through a district generally rough and timbered, and much intersected by swamps, the line to Savona's passes almost entirely through a nearly level prairie country.

In reference to this route from Tete Jaune Cache to Savona's, it should also be mentioned that besides the continuous navigation from Savona's, extending thence 120 miles up the North Thompson as before described, there are stretches of navigable water of some fifty miles in extent on the upper portion of this river, which would be found of great avail both in the construction of the road and in assisting traffic along it.

It may therefore be assumed that should a road from the North West Territory cross the Rocky Mountains by the Leather Pass, it would follow this route down the Thompson to Savona's to reach the Lower Fraser; and taking Yale as the western, and the junction of the Brazeau River with the North Saskatchewan as the eastern terminus, the distances by this line, and probable cost of constructing along it a coach road of a similar character to that already built in this Colony, may be thus recapitulated:

	Distance	Of which Steamboat Navigation	Estimated cost of Road
Yale to Savona's.....	133 miles	None	already made at a cost of \$500,000
Savona's to Tete Jaune Cache.....	235 miles	130 and 50 miles	400,000
Tete Jaune Cache to mouth of Brazeau River.....	280 miles	None	650,000
Total.....	648 miles	180 miles	\$1,050,000

Of this line 305 miles remain to be built within the limits of this Colony, at an estimated cost of \$610,000.

HOWE'S PASS ROUTE.—Rocky Mountain House (3200 feet above the sea level) in Latitude 52° 20' north, Longitude 115° 10' west, and sixty miles up stream from the mouth of Brazeau River, may be taken as virtually the eastern terminus of the route by way of Howe's Pass, as from that point the Saskatchewan is navigable for stern wheel steamers of light draught throughout its entire course of the Great Rapids, 12 miles from its embouchure into Lake Winnipeg; and from thence also the country eastward is so open, and descends in so gradual and even a plain to Fort Garry, that a road may be led across it in any direction, with but little expense.

The line of this route would follow up the Saskatchewan to its source, and cross the watershed 145 miles from Rocky Mountain House, at an elevation of 4500 feet (740 feet higher than the summit of the Leather Pass). In this distance the only material engineering difficulties occur in the last 20 miles, along parts of which the road would require to be protected from the force of the mountain torrents, which at certain seasons inundated the river valley.

The crossing of the divide by this pass, in Latitude 51° 00' north, is stated by Dr Hector to be very easy, indeed almost imperceptible, and he had but little difficulty in taking his loaded pack-horses through to the Columbia, although no trail now exists through this pass, that formerly used by the North-West Fur Company having long since become overgrown and obliterated.

The descent towards the Columbia, although less gradual than the ascent on the eastern slope, is described as by no means precipitous or broken, but quite practicable for a road. The distance from the summit to the Columbia at the mouth of Blaine River is about 30 miles, and the only obstructions noted by Dr Hector in this section were the heavy forest trees and dense undergrowth and fallen timber which rendered the passage of his horses very tedious.

The entire distance from Rocky Mountain House to the Columbia is 175 miles, and the cost of constructing this section of road may be set down at \$360,000.

The distance from Blaine River down the Columbia to the Eddy, (in Latitude 51° 00' north Longitude about 118° 00' west), at the eastern end of the Eagle Pass through the Gold Range, which divides the Columbia Valley from Great Shuswap Lake, is 165 miles.

This section was carefully examined in 1866 by Mr Moberly, Assistant Surveyor General of this Colony, with a special view to the construction of a coach road, and his report establishes the fact that such a road may be built without great expense along either bank of the Columbia; no extensive bluffs occur to oppose the passage of a road, and at several points the river is so contracted that it may be spanned by a bridge of not more than 150 feet in length. The cost of such a road from Blaine River to the Eagle Pass has been estimated at \$412,000.

Mr Moberly reports however that this portion of the Columbia River did not at the season when he examined it (September) appear to him so available for steamboat navigation as had been supposed. The steamer Forty-nine now plies between Oolville in Washington Territory and Death Rapids, 40 miles above the Eagle Pass; and above Death Rapids the river is again navigable to the neighborhood of the Boat Encampment, a distance of 40 miles more.

But above this point there are several rapids which Mr Moberly considered quite impassable by steamers, and which would therefore render further continuance of navigation below the mouth of Blaine River impracticable.

The Eagle Pass was discovered in 1865 by Mr Moberly, and has been subsequently surveyed by Government and a line of road marked out through it.

Previous to Mr Moberly's discovery of this pass it had been supposed that the Gold Range was a continuous chain of high mountains, opposing an insuperable barrier to any road between the Columbia and Fraser River Valleys.

The summit of Eagle Pass, however, is only 280 feet above high water in the Columbia River, and 407 feet above the level of Great Shuswap Lake, and the snow disappears from it in the beginning of April. From the Columbia River to the point where the Eagle River empties into Great Shuswap Lake is a distance of 37 miles, over which a road can be made for about \$80,000. From this point there is as before mentioned uninterrupted steamboat navigation 115 miles to Savona's, and steamers may also run 6 or 8 miles up Eagle River.

To continue this route by land however to Savona's, the line of road would leave the Eagle River Valley at the Three Valley Lake (20 miles from the Columbia), and run nearly due South through a wide grassy valley across a low divide to the head waters of the Spillanechene or Shuswap River,

of Cherry Creek to a point about 70 miles from the Columbia. Thence leaving the Shuswap it would run through a district of open prairie and sparsely timbered land, abounding in rich pasturage, and along which are scattered several farming settlements, by a course about west, 25 miles to

the head of Okanagan Lake, and then 45 miles north-west to the South Thompson, and down the southern banks of that river and of Kamloops Lake, 40 miles through an open grass country, very easy to make a road over, to Savona's.

The distances by this route, and the estimated cost of constructing a road by it, are therefore as follows:—

	Distance	Of which Steamboat Navigation	Cost of constructing a road
Yale to Savona's.....	133 miles	None	already made at a cost of \$500,000
Savona's to the Columbia River at the mouth of the Blaine River.....	180 miles	110 miles	240,000
From the Columbia River at the mouth of the Blaine River, to the Rocky Mountain House, head of navigation on North Saskatchewan.....	165 miles	80 miles	412,000
Total from Yale to Rocky Mountain House.....	483 miles	190 miles	\$1,012,000

Of this line 375 miles lie within the limits of this Colony, a road for which distance would cost \$722,000.

It thus appears that there is very little difference in the distance by these two routes between the head of navigation on the lower Fraser and the navigable waters of the North Saskatchewan, and that the expense of connecting these two points by road is materially the same by either route. The choice between them must therefore depend on more general considerations, in respect of which their rival merits can only be determined after more exact enquiry has been made, and fuller information obtained, and as to which it would therefore be premature to hazard any conjecture at present.

Although in the foregoing remarks the head of navigation on the Lower Fraser has been treated as the western terminus of an overland route, there is nothing to prevent the line of road being continued, whenever the requirements of traffic call for its construction, from Yale down either bank of the river to New Westminster (a distance of 95 miles), which town is already connected by a road nine miles in length with Burrard Inlet, a harbour of great extent and ample depth of water, accessible at all times by vessels of the largest class.

A narrow road has in fact been built along the line of Telegraph on the left bank of the Fraser River for about 30 miles from Yale, and this line of road is partially opened the rest of the way to New Westminster.

It is only necessary in concluding these observations to refer to the routes through the Cascade Range, from Bentinck Arm and Bute Inlet, by which it has been proposed to establish more direct communication between the Sea Coast and the Upper Fraser, in the neighbourhood of Alexandria and Quesnelmouth.

These lines have as yet been but imperfectly surveyed, and are therefore only partially known. It is however certain that the distance from Quesnelmouth to the Coast is less by either of these lines than by way of the Fraser River. There is also but little doubt that either line is practicable for a road, although presenting obstacles to road-making, the difficulties and cost of which have been greatly under-estimated, especially in the case of the Bute Inlet route. But when it is taken into consideration that the construction of this latter road from Bute Inlet to Quesnelmouth, a distance of 230 miles, is advocated as a competing line to the coach road already built from that point to Yale, the character and capacity of which have been above described, it can hardly be believed that in the present state of our knowledge of this Colony, such an undertaking can be seriously contemplated, nor is it reasonable to suppose that so unnecessary a section of new road from Quesnelmouth, running through wild tracts of land without a single white inhabitant, to a harbour of inferior character at the mouth of a narrow valley, affording hardly space for the site of a town, and but little land fit for cultivation, should, in place of the well established line to Yale, be made part of a scheme for connecting the Sea Coast of British Columbia with the Canadas, or that this latter most important object should be weighted down with the superfluous cost of its construction.

The various lines of route above referred to are shown on the accompanying sketch map.

JOSEPH W. TROTTER.  
19th February, 1868.  
Lands and Works Office,  
New Westminster, B. C.

FIGARO relates that at Wiesbaden the other day a Prussian regimental band played a triumphal march entitled, "The Entry of the Prussians into Paris." Your Gallic contemporary imagines that there will be plenty of time for practising this morceau.

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### THE UNDERMENTIONED GOODS

## EX "MARMORA"

And other arrivals from London.

### LIQUORS, &c.

**ALE**—Bass'—Pale, bottled, in qts  
**Allsopp's**—Pale, bottled, in qts and pts  
**Wm. McEwan's**—Pale, Edinburg, qts and pts  
**PORTER**—Byass—bottled, in qts and pts  
**F. Friend & Co.**, bottled in qts and pts  
**BRANDY**—Hennessy—cask & case  
**Martell** " "  
**Jules Robin & Co.** in cask and case  
**Tribot Fils & Co.** very old, in case  
**Champagne Cognac**, very old, in case  
**GIN**—Swain, Boord & Co.'s Old Tom  
**RUM**—Jamaica, in puncheons and hogheads  
**WHISKY**—Camelback, in cask  
**CHAMPAGNE**—Veuve Chiquot, White Grand Mousseux, 1st quality, in qts and pts  
**Bouzy Cabinet**, in qts & pts  
**Crete de Bouzy**, in qts  
**Giesler**, in qts  
**CLARET**—Mergaux, La Rose, Linelle, in 1 doz cases  
**SHERRY**—Ronaldson's, Hooper's, Nicholas & Sons, in cask and case  
**PORT**—Ronaldson's, Hooper's, Nicholas & Sons, in cask and case

### GROCERIES & OIL.

## MAN'S STORES.

Currents in kegs  
andles—Hale's—in 25 boxes  
Stearine— "  
Soap—London and Golden  
Chicory Powder—Taylor Bros  
Homco Cocoa " "  
Chocolate " "  
Arrowroot " "  
Mustard " "  
Spices—Cloves, Cassia, Liquorice, Pimento, White Pepper  
Jams and Jellies, in 1 lb jars  
Fruits, bottled, assorted  
Pickles—Batty's assorted, and White Onions  
Sauces—Worcester, in hlf pts  
"THE" SAUCE, in hlf pts  
Vinegar, No. 24, in qr casks  
" Amber

### SUNDRIES.

Boots and Shoes  
Boiler Plates  
Belting, double Mill, 12, 6 and 4 inch  
Burlaps, 40 inch  
Bagging, 42 inch  
Canvas  
Corks  
Colors, in 28 lb. kegs  
Floor Cloth  
Linsed Oil, best boiled, in casks and drums  
Muskets  
Saws, Gang  
Twine, Seaming and Roping

### DRY GOODS,

A Good Assortment.  
EX "CALIFORNIA"  
China Matting, 54.  
ma23m

### Whiskies,

SCOTCH, IRISH, BOURBON,  
**Claret Wines,**  
G. PRELLER & CO.,  
ST. JULIEN,  
CHATEAU PERGANSOIN,  
CHATEAU MARGAUX,  
ST. EMILION,  
CHATEAU De Portets Lognoc.  
St. LAUBES,  
LAROSE,  
**Champagne Wines,**  
NAPOLEON'S CABINET,  
BOUCHE,  
E. CLICQUOT,  
GRAPE LEAF,  
JULES MUMI,  
MOSELE,  
MUSCATEL MOSELE,  
JACKETAS, Etc., Etc.,  
**White Wines.**  
HAUT SAUTERNES,  
RUDESHEIME  
SCHARLAGERBERGER,  
CKEIMER.

### Ciders,

OREGON and BANCROFT.  
**Porter,**  
BLOOD, WOLFE & CO.  
BYASS.  
**Liqueurs,**  
CURACOA,  
MARASCHINO,  
CASSIS.  
ANNISSETTE,  
CHERRY CORDIAL,  
Bottles.

### Jamaica Ginger and Peppermint.

## Rums.

JAMAICA,  
DEMARARA,  
NEW ENGLAND,  
**APPLE JACK.**  
**Gins,**  
S. B. & Co. OLD TOM, in Bulk and Case.  
PURE SCHIEDAM HOLLAND GIN, J K Z. in Bulk and Case.  
**Sherry & Port Wines**  
IN BULK AND CASE.  
**Bitters.**  
BOKER'S,  
HOSTETTER,  
ORANGE,  
COCKTAIL,  
STOUGHTON.  
**Absinthe,**  
PERNOD,  
BERGER,  
SAINSEVAIN WINE BITTERS.  
**AGENCY OF**  
Sainsevain's Wine and Wine Bitters, Hostetter's Bitters, Boker's Bitters, Bancroft's Cider.  
**SOLE AGENTS FOR**  
NAPOLEON'S CABINET CHAMPAGNE.  
BOUCHE Do.

New Advertisements.

# GRELLEY & FITERRE.

IMPORTERS AND  
WHOLESALE DEALERS IN  
FINE ENGLISH, FRENCH AND AMERICAN  
Liquors, Champagnes,  
CALIFORNIA WINES,  
CLARETS & BRANDIES.  
Wharf Street.

A Large Stock of Bonded Wines and Brandies always on hand. To Dealers purchasing in large quantities a Liberal Discount will be made for Cash. All Orders will receive prompt attention.

### Brandies.

IN BULK AND CASE:  
HENNESSY,  
MARTELL,  
SAZERAC,  
J. ROBIN,  
ARZAC-SEIGNETTE,  
CHATEAU D'AY,  
RENAULT.

### Whiskies,

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**Claret Wines,**  
G. PRELLER & CO.,  
ST. JULIEN,  
CHATEAU PERGANSOIN,  
CHATEAU MARGAUX,  
ST. EMILION,  
CHATEAU De Portets Lognoc.  
St. LAUBES,  
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BOUCHE Do.

Medical.

# French Medicines,

PREPARED BY  
**GRIMAULT & CO.**  
Chemists to H.I.P. Prince Napoleon,  
**PARIS.**

These different medicines represent the most recent medical discoveries, founded on the principles of Chemistry and Therapeutics. They must not be confounded with secret or quick medicines, as their names suffield only indicate their composition; a circumstance which has caused them to be appreciated and prescribed by the Faculty in the whole world. They widely differ from those numerous medicines advertised in the public papers as able to cure every possible disease, as they are applicable only to but a very few complaints. The most stringent laws exist in France with regard to the sale of medical preparations, and only those which have undergone an examination by the Academy of Medicine and have been proved efficacious, either in the hospitals or in the practice of the first medical men, are authorized by the Government. This fact must be a guarantee for the excellence of Messrs. Grimault et Co.'s Medicines.

### NO MORE COD LIVER OIL.

## Grimault's Syrup of Iodized Horse Radish.

This medicine has been administered with the utmost success in the Hospitals of Paris. It is a perfect substitute for Cod Liver Oil, and has been found most beneficial in Diseases of the Chest, Scrofula, Lymphatic Disorders, Green Sickness, Muscular Atony, and Loss of Appetite. It regenerates the constitution in purifying the blood, it being the most powerful depurative known. It has also been applied with happy results in Diseases of the Skin. Further, it will be found to be of great benefit to young children subject to Humors and Obstructions of the Glands.

### CONSUMPTION CURED!

## Grimault's Syrup of Hypophosphite of Lime.

This new medicine is considered to be a sovereign remedy in case of Phthisis and other Diseases of the Lungs. It promptly removes the most serious symptoms. The cough is relieved, night perspirations cease and the patient is rapidly restored to health.  
N.B.—Be sure to see that the signature of Grimault & Co. is affixed to the bottle, as this Syrup is liable to imitations.

### NO MORE DIFFICULT OR PAINFUL DIGESTION!

## DR BURIN DU BUISSON'S

(Laureate of the Paris Imperial Academy of Medicine)  
**DIGESTIVE LOZENGES**

This delicious preparation is always prescribed by the most reputed medical men in France in cases of derangements of the digestive organs, such as  
Gastritis,  
Gastralgia,  
Long and Laborious Digestion,  
Wind in the Stomach and Bowels,  
Evacuation,  
Jaundice, and  
Complaints of the Liver & Lungs

### NERVOUS HEADACHE, NEURALGIA, DIARRHEA, DYSENTERY,

INSTANTLY CURED BY  
**Grimault's Guarana.**

This vegetable substance, which grows in the Brazil has been employed since time immemorial to cure Inflammation of the Bowels. It has proved to be of the greatest service in cases of Cholera, as it is a preventive and a cure in cases of Diarrhoea.

### NO MORE COPAIBA OR CUBEBES!

## Grimault's Capsules and Liquid Extract of Matico Vegetalis.

Where all other preparations have failed these preparations will always effect a cure. These insure rapid and extraordinary cure of severe recent and chronic cases of private diseases. They are used in the hospitals of Paris, by the celebrated Dr Ricard, and found greatly superior to all hitherto known mineral remedies and Copal and Cubobs. The Injection is used in recent, and capsules in more chronic cases.

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Insurance.

# The British and Foreign MARINE INSURANCE COMPANY LIMITED.

Capital, One Million Pounds Sterling  
DIRECTORS IN LIVERPOOL AND LONDON:  
THOMAS CHILTON, Chairman,  
A. BORN and H. T. WILSON, Deputy Chairmen.  
Francis C. Braun, Andrew Maccomson,  
Charles A. Olin, Robert Maxwell,  
Wm James Fennie, George M. Papsyanni,  
John Park, John Park,  
Arthur B. Forwood, Charles K. Prieoleau,  
P. G. Heyworth, John Ravenscroft,  
Thomas Harrison, James Searight,  
Thomas Knoll, Samuel St. John,  
Edward Lawrence, Thomas Stenhouse,  
George Lyall, T. Wilkinson Tolley.

### LIVERPOOL:

Manager and Underwriter, - Robert N. Dale  
Secretary, Walter D. Price.  
OFFICES, MANCHESTER BUILDINGS.  
LONDON OFFICES, 25 CORNHILL.

Marine Insurances effected to all parts of the World.  
When required losses may be paid at San Francisco, Hongkong, Shanghai, Melbourne, Sydney, &c. &c.

**JANION, RHODES & CO.,**  
Agents

### Northern Assurance Co

FOR  
FIRE AND LIFE ASSURANCE.  
ESTABLISHED 1836;  
INCORPORATED BY ACT OF PARLIAMENT,  
CAPITAL, \$10,000,000,  
personal liability in unlimited.  
VESTED FUNDS, \$3,000,000;  
FIRE DEPARTMENT.  
This Company grant Insurances against Fire on every description of property.  
LIFE DEPARTMENT.  
This Institution accepts proposals at the rates of premium applicable to Europe, which on examination will be found more advantageous than those charged by other Offices having Agencies here. It unites all the advantages of a Mutual Association with the security of a Proprietary Company. The Participation Branch is conducted by the Proprietors of the Company for a charge of 10 per cent. on the premium, without any other deduction whatever. Thus the assured enjoy the profit without the liability of the Mutual System.  
The participation in profits has been most liberal. Should claims arise before the next investigation, only prospective bonus of nearly 1½ per cent. is allotted.

**JANION, RHODES & CO.,**  
AGENTS.

### A CARD.

## BUILDERS' Insurance Company.

POLICIES ISSUED ON ALL CLASSES OF FIRE AND MARINE RISKS.

### METHOD OF BUSINESS:

First—Low Charges,  
Second—Prompt Payment of Losses,  
Third—No Law Suits  
Fourth—All disputes which may arise are to be settled by arbitration.  
President.....THOMAS MOONEY  
E. H. ADAMS,  
Agent, Victoria hotel

### Phoenix Fire Assurance COMPANY.

LOMBARD STREET and CHANCING CROSS,  
LONDON.  
Established 1782.  
For Insuring every kind of Property in all parts of the World from Less or Damage by Fire.  
THE PROMPTITUDE AND LIBERALITY WITH WHICH its engagements are always met by this Company are well known, and the importance of its relations with the public may be estimated by the fact that it has effected a large number of claims for the sum of millions sterling in discharge of claims for Losses by Fire.  
The security offered to the public by the Phoenix Office is unlimited, comprising in addition to the large invested capital of the Company the whole fortunes of numerous proprietors, composed of some of the most opulent merchants and others in the United Kingdom. Annual and short time Insurances are effected upon all kinds of property in Vancouver Island and British Columbia on the most favorable terms.  
Rates and Particulars of Insurance may be had on application to  
ROBERT HEAVEN,  
Acting Agent,  
Government Street.

### Marine Insurance

## THE UNION INSURANCE COMPANY of San Francisco.

INDIVIDUAL LIABILITY, CAPITAL Stock, \$750,000.  
For Insuring Merchandise, Treasure, Commissions, Profits, &c. For information, rates of Premium, &c., Apply to  
LOVE BROTHERS,  
Agents, Wharf Street.

### INSURANCE AGENCY.

MARINE—Pacific Insurance Company, San Francisco.  
FIRE—Imperial Insurance Company, London.  
LIFE—City of Glasgow Assurance Company, Glasgow.  
For Rates of Premium, apply to  
J. ROBERTSON STEWART,  
Agent,  
Wharf street, Victoria, B. C. 1867.

### FRAUD

On the 27th June, 1866, MOTTEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the  
LABELS  
of Messrs CROSSE & BLACKWELL, London, and was sentenced by Mr Justice to be imprisoned for  
TWO YEARS RIGOROUS IMPRISONMENT  
And on the 20th of the same month, for  
SELLING SPURIOUS ARTICLES  
bearing labels in imitation of Messrs CROSSE & BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to  
TWO YEARS RIGOROUS IMPRISONMENT  
CAUTION—Anyone SELLING SPURIOUS CIGARETTES, STONES, under Crosse & Blackwell's name, will be liable to prosecution.

### PRINTED AND PUBLISHED

By  
R. Higgins, Lone A. Co., at their Office  
Government Street, Victoria, V. I.